

SR 24 – I-82 to Keys Road – Additional Lanes

Project Features

- SR 24 will be widened to a four-lane highway from I-82 to Riverside Road.
- The interchange will have a wider bridge over I-82 and longer, wider on/off-ramps.
- The new Yakima River Bridge design accommodates Yakima County Flood Control Zone District and U.S. Bureau of Reclamation plans for future floodplain restoration.
- A separated bicycle/pedestrian path will be built along the north side of SR 24 from South 18th Street to Riverside Road.
- The Riverside Road intersection will be improved in coordination with Yakima County plans to widen the road. Yakima County has partnered with WSDOT to combine a portion of the County's Riverside Road project with WSDOT's SR 24 project in a single construction contract.
- The South 22nd Street intersection will be relocated 360 feet to the east.
- Local-road connections will be improved.
- Utility work for the City of Yakima, Terrace Heights Sewer District, and AT&T Communications is also included in this construction contract.

Environmental Impacts/Compliance

The completed design addresses environmental concerns such as noise, air quality, storm water, water quality, wetlands, river, floodplain, shoreline, etc. Construction in the Yakima River is scheduled to avoid impacts to fish. Netting will be used to keep migrating birds from nesting in the existing bridge. All trees removed will be replaced at a ratio of 4:1. A mitigation plan has been prepared to compensate for the wetlands directly impacted by the project.

Project Cost Summary

Design	\$ 3.7 million
Right-of-Way	\$ 5.3 million
Construction:	
WSDOT	\$38.4 million
City of Yakima	\$ 1.5 million
Yakima County	\$ 1.4 million
Terrace Heights Sewer District	\$ 2.1 million
AT&T Communications	\$ 0.2 million

Estimated Total Project Cost \$52.6 million

Nickel funds included in above cost \$37.4 million

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This project is funded in part by the 2003 Legislative Transportation Funding Package. The main source of funding is a 5¢ increase in the gas tax. The package also includes an increase in the large truck gross weight fee and a 0.3 percent vehicle sales tax.



Project Milestones

Project start	Dec 1997
Value Engineering Study	Aug 2003
Environmental Document (NEPA)	Apr 2004
Right-of-way complete	Apr 2005
Environmental permits complete	Feb 2005
Contract awarded	Apr 2005
Highway open to traffic	Nov 2006
Demolition of old bridge	Summer 2007

Contact For More Information

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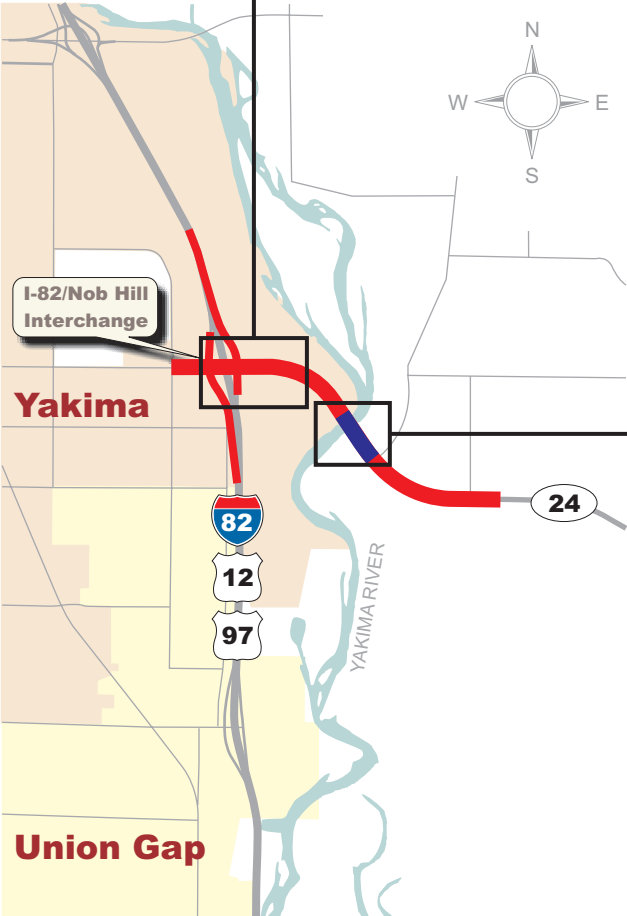


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Proposed SR 24/I-82 Interchange Improvements



Project Description

This project constructs one additional lane on SR 24 in each direction from I-82 to Riverside Road, improves the interchange at I-82, and constructs a new bridge over the Yakima River. These improvements will increase capacity at the Nob Hill interchange, accommodate future traffic growth, remedy existing safety hazards, and address erosion at the Yakima River Bridge piers.



Proposed SR 24/Yakima River Bridge

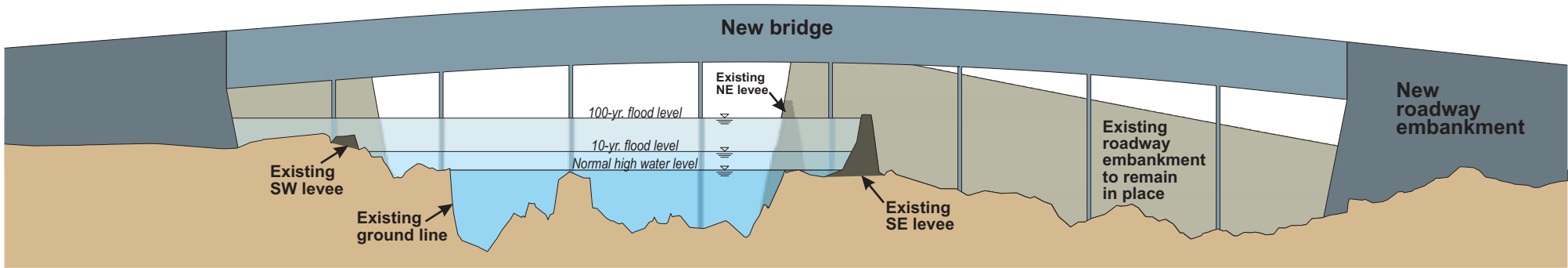
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Why is this project needed?

The SR 24/I-82 interchange is a serious bottleneck for commuters. This congestion is a major factor in the high accident rate on SR 24, and it hinders economic growth in the area. Additionally, the SR 24 bridge over the Yakima River has a history of erosion problems and needs to be replaced to prevent catastrophic failure. TRANS-ACTION, a local transportation committee, has identified this project as one of three top priorities for enhancing economic vitality in the Yakima Valley.



Congestion on SR 24/Nob Hill Boulevard



Yakima River Bridge
Proposed condition after project construction

How will this project affect the Yakima River levees?

This highway project will not change the existing levee system. The Yakima County Flood Control Zone District and U.S. Bureau of Reclamation are developing plans to improve flood management and restore the floodplain along the Yakima River. The Yakima County and USBR plans do recommend relocating some of the river levees, and WSDOT has taken that into consideration in designing the new Yakima River Bridge. The new bridge will be longer than the existing bridge so that it will not have to be reconstructed if another agency moves the levees in the future.